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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 33. CLEVELAND. O., AUGUT 18, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain Jack Lowe, master of the steam yacht Kaliyuga, 1581 tons, was in the city yesterday.

Captain J. T. Hutchinson and family are paying a visit in Chicago. They went up on the steamer Rube Richards.

Captain Meyers, master of the propeller Everett, lost his little son by drowning yesterday in Erie. The remains were sent to Vermillion, O.

The tugs Sally, of Port Clinton and Annie Robertson and Colonel Davis, of Sandusky, will all receive new boilers shortly. The May French, of Toledo, is getting extensive repairs.

Mr. H. M. Fox has arrived at Lorain from Port Huron with a full wrecking outfit of pontoons, lighters and tugs. He will make an attempt at raising the sunken steamer Phillip H. Walter.

The tug Charles Castle went into the Cleveland Drydock Co.'s dock to have new shaft put in; the schooner Kingfisher to have leak stopped and buts calked; the fire tug J. L. Weatherly for a new wheel.

Charles Bewick, Esq., vessel owner of Detroit, was in the city yesterday on business. Notwithstanding the fact that Mr. Bewick has perfect confidence in the vessel business, he has purchased a country-seat.

A telegram was received by the owners of the propeller Oregon, saying that that vessel was ashore on Middle Ground, Point Pelee, and that her consort was at Bar Point. Still another reason why the Middle Ground should be buoyed.

Custom house measurements of the propeller Aurora, about to be launched from Murphy's shipyard at the head of the old river bed, are, gross tonnage, 2,282.24; net tonnage, 1,859.82. The Aurora will be launched on Tuesday, the 23d inst.

The old sand scow R. Greenhalgh, Jr., has been brought back from Detroit by Mr. Barnheisel, coal dealer. The machinery has been taken out of her and will be put into a scow, which will be called the Dixie. The Dixie will do steam lighterage business for Mr. Barnheisel in the river.

Again the lakes lead the list for the week in large ships. The steamer Sitka, built at West Bay City for Captain Thomas Wilson, of Cleveland, tons 1740.57 gross or 1227.73 net. The Parthion, of Wilmington, Del., is, however, close second, she measuring 1683.17 gross or 1090.25 net. We will be able next week to make a higher rate than this.

The tug Patrick Henry, which left here last Thursday night with the unfinished barge Joseph P. Farnan in tow, foundered when about four miles off Vermillion at 6 o'clock Friday morning. One of the crew of four men was drowned. The unfortunate man was the fireman, Bert Canovan. The boat is owned by L. P. and J. A. Smith, of this city. Her insurance valuation is $8,000, but there was not a dollar's worth of insurance on her.

Captain James Lowe, who has long been in the employ of Captain Thomas Wilson, has taken upon himself the office of second mate. He, last evening, united himself by marriage with Miss Belle Robinson. The ceremony was performed at the residence of the bride, No. 153 Twenty-third avenue. This is one of the occasions where joy is unconfined, and many friends of both the contracting parties were present. Captain Lowe's friends around the lakes will know of his felicity long before he sails again on his new steamer, the Yakima.

There is nothing more evident at this time than that dredging is necessary at the mouth of the Cuyahoga river. During the week three vessels have struck on a sand bar in front of the piers, the last victim being the schooner Golden Age. Although the Golden Age was drawing 16 feet amidships, which must be acknowledged a deep load for any lake craft, circumstances considered, the Cleveland harbor should be in condition to receive her, and dredging should be continued until the depth of twenty feet at that point is reached. It is said that vessels' draft can not be accommodated except as to the depth of the shoalest point, therefore it is advisable that this work should be done at once. Give lake vessels more water and they will give you more business.

CHICAGO.

Special to the Marine Record

John Bailey, a seaman on the schooner Michigan, was thrown out of her yawl while entering Chicago last Wednesday, the cause being a collision between the Michigan and Tacoma. It was not known what became of Bailey until his body was found last Sunday floating in the river by the life saving crew.

Captain Henry Williams, has resigned command of the schooner Naiad, after having sailed her for seventeen years. A. Hanson, who has been mate with him for six years has been given command of her by her owners Messrs. Goodenow & Hinds.

The iron barge Grace Grummond, recently rebuilt from the hull of the side wheel steamer of the same name, arrived here for the first time since her rebuild, last Thursday. She carries about 230,000 of lumber and tows with the steambarge New Era. Her owners consider her a good investment.

The L. M. and L. S. T. Co.'s, propeller City of Traverse, arrived from Lake Superior Tuesday afternoon with a large number of passengers and considerable freight.

The drydocks and shipyards have been very full of work the past week. At Miller Brothers, the steamer Favorite, was in dock for bottom calking; the schooner Craftsmen, C. Harrison, Winnie Wing, E. M. Stanton, steambarges Tempest and Monitor, and tug Shields, were all in dock to have leaks stopped; the steambarge Mattawan, for repairs to wheel; barge R. N. Rice, for a new piece of keel aft and a new shoe; barge H. J. Mills, for bottom calking; tug Satisfaction, to have a line taken out of her wheel; the tug F. H. Stanwood, for some new plank in her bottom and a new rudder; the schooner Ebenezer, for some new plank in her bottom; the steambarge City of New York for calking and some new plank in bottom; tug Tom Brown, for a new wheel, repairs to iron on sides and calking; the schooner Cheney Ames, for bottom calking, she also received a new fore boom; the schooner Moselle, for some new stanchions and rail and a new mainmast; the tug Ewing, for repairs to stern bearing; the schooners Ford River, and Clipper City, received new jibboom; the schooners Nellie and Annie and J. V. Taylor, each received a new fore mast; the scow Forest, a new windlass; the schooner City of Sheboygan, went out of dock last week after receiving necessary repairs since which she has been at the derrick and received new fore, main and mizzen masts.

At the Chicago drydock company's, the propeller James L. Hurd, was in dock for a new wheel; the scow Dan Hayes, schooner Westchester and tug Brother, went in to have leaks stopped; the tug Mosher, for repairs to her rudder and shoe; the schooner C. C. Trowbridge, for bottom calking; the steamer Ivanhoe, for repairs to her rudder and shoe; the steambarge A. D. Hayward, received a new cabin and other repairs rendered necessary, in consequence of her having been on fire recently; the schooner Sligo, received a new main gaff and some calking; the steamer John A. Dix and schooners Eagle Wing and G. C. Houghton, received minor repairs.

A. Booth & Sons, received word from Duluth that the A. Booth, which was sunk in Lake Superior last year, has been raised.

A sailor named R. Tonneng fell from the cross trees of the schooner Gladiator, off Racine, and was drowned.

Captain A. G. Hanson, master and part owner of the schooner J. V. Taylor, a well known and much respected vesselman, died at his residence here on Monday last, after a short illness. He leaves a widow and five children, who will be partly provided for by insurance from the Foresters and Odd Fellows' societies, of which he was a member. He was buried at Mt. Olive cemetery on Wednesday afternoon, and many of his old friends followed him to his last resting place.

The fine new steambarge McCormick, recently built at Grand Haven by T. W. Kirby, arrived here last Saturday with lumber from that port, on her first trip. She is a handsome, useful looking boat, and does her builder great credit.

Carriers forced freights up ⅛ cent yesterday. The continued scarcity of tonnage and good demand made this possible. Accordingly rates advanced to 3⅛ cents for corn and 3⅜ cents for wheat to Buffalo. The effort to boost the Georgian Bay rate fell through after a struggle and it remained unchanged at 2½ cents for wheat and 2¼ cents for corn, Canal rates slightly stronger, 4¾ cents for wheat, and 4⅜ cents for corn, inclusive of Buffalo charges.

Captain McLeod, marine inspector, of Buffalo, arrived in Chicago yesterday. Cap. McLeod came down from Escanaba, where he made an inspection of the schooner I. N. Foster, ashore at that point.

The survey on the burned steamer A. D. Hayward places the damages at $7,500. Adjustment papers on the wrecked schooner Sunrise show that the cost of releasing and repairing this vessel amounted to nearly $11,000. This is about four times as large as the original estimate.

Ever since the barge office has been in existence the want of a steam launch has been felt. All incoming Canadian vessels must be boarded by an inspector of customs, and to accomplish this the hapless wight who happens to be on watch sometimes has to leave the office and trudge mile after mile to board her. With a launch this will be done away with. It will be moored alongside the barge office, and at a moment's notice can land an inspector on a foreign craft. The matter was laid before Collector Seeberger, and that official has forwarded the requisition for a steam launch to the Treasury department at Washington. Special Agent of the Treasury Crowley approved of the measure, and in a short time the port of Chicago will be supplied with an inspection launch.

The Chicago board of marine underwriters will raise cargo rates September 10th.

Last Thursday Frank Byram, Fred Evans and Thomas Collins, three young men residing in the southern portion of the city, started on a small yacht on a trip to Michigan City. They have not since been heard from, but a builder, working near the shore, fourteen miles from South Chicago, discovered a yacht capsized with all sails set and drifting near shore. The body of a young man, closely resembling Evans, was found tangled in the sails, and it is now believed that the yacht was capsized by a sudden squall and that its three occupants perished. WILLIAMS.

PORT AUSTIN.

The schooner Souvenir, of Detroit, lumber laden from Tawas to Sandusky, was discovered during the forenoon of the 12th at anchor opposite the village with a flag of distress flying. The sea was rolling very high. Word was conveyed to the Port Austin life saving crew, and just after noon they came through the town in their boat on wheels, equipped for action. Out they went into the sea, with Captain Gill in command, and soon were alongside. They boarded the vessel and found her leaking badly and the men nearly tired out. They took the places of the crew at the pumps and worked all the afternoon. In the evening they brought her to Ayres' dock and helped the crew unload the lumber and stop the leak, working and staying by her all night. The leak was stopped and the lumber reloaded. Captain Gill and his men deserve a great deal of credit for their prompt action and hard work to save private property in this case.

WEST BAY CITY.

Special to the Marine Record.

The new steamship Sitka was launched successfully from F. W. Wheeler's shipyard at 9 o'clock Saturday morning in the presence of a large number of spectators, and is pronounced one of the handsomest crafts ever turned out at this port. The Sitka measures 270 feet keel, 288 feet over all, 40 feet beam, and 22 feet depth of hold. Her estimated carrying capacity with these measurements is 2,200 gross tons of ore, or 85,000 bushels of wheat. She has steel arches inside and out, and is diagonally strapped and closely constructed regarding details for strength and beauty as a vessel can be. While her houses are after the style of the Missoula, recently launched at Cleveland, and are finished in mahogany, her model takes more after the lines of the W. H. Gratwick, recently launched here. The keel of the Sitka was laid in February, and she will be ready for sea next week. She carries four spars, to be used as derricks and steam hoisting engines. Her fitout includes all modern improvements, steam windlass and capstans from the American Ship Windlass Co., steam steerer and everything that goes to make a first class A1* steamer. Her engine is triple expansion, which type is rapidly coming into popularity on the lakes, was built by the Frontier Iron and Brass Works, of Detroit. The cylinders of the engine measure 20, 32, and 52 inches, with a 40-inch stroke, and the wheel is 12 feet 2 inches in diameter. Her two Scotch boilers, built by M. Riter, of Buffalo, measuring 10 by 11 feet, are allowed a pressure of 150 pounds of steam. She is owned by Captain Thomas Wilson and others, of Cleveland, and she is his third new vessel this season, with one still on the stocks, to be launched in a short time. The Sitka cost about $125,000. She will be officered as follows: Captain, Ed Morton; engineer, T. B. Kelley.

Mr. Wheeler has three vessels on the stocks, one named the Gogebic, which will be launched in October, for the Mills Transportation Co., of Marysville. She is built after the model of the Sitka, mainly, and will cost about $125,000.

Mr. Wheeler is also building still another vessel at this same yard in West Bay City, for David Whitney and others, of Detroit, which will be slipped into the water this fall, but will not be entirely finished.

At Mr. Wheeler's upper yard at this port, he has under construction another steamer which he will own, when completed, jointly with Mr. Joseph Gordon. It will cost these two gentlemen about $80,000. She is double decked, and will have a carrying capacity of 1,200 tons. The following are the measurements: Keel, 187 feet; over all, 200 feet; beam, 34 feet; and hold, 21 feet. She will be driven by steeple compound engine, cylinders 24 and 48 inches, with 36-inch stroke, one Scotch boiler 12½ feet long, 12 foot shell. Her owners intend to sail in the grain, coal, and ore trade. W.

ERIE.

The longshoremen's strike on the Anchor line docks took on a new phase Tuesday. Almost one hundred of the strikers returned to work without condition and at the old price. The company will quarter the Italians on the grounds. The arrangements to put Italians to work has been abandoned.

OGDENSBURG.

Monday morning the tug Glide left Ogdensburg with several barges in tow for Kingston. As she was leaving the wharf, a Frenchman, name unknown, was at the tiller of the barge Glengarry, when the barge in rear struck the Glengarry and knocked the sailor overboard. The tow was stopped, and search was made for the unfortunate young man, but no signs of him could be discovered. He was unmarried and about twenty-five years of age.

MAGNETISM BY INDUCTION.

In considering the action of soft iron magnetized by induction from the earth it is necessary to divide it into two parts, viz: The magnetism induced by the earth's vertical force and the magnetism induced by the earth's horizontal force. This is commented on by the commissioner of navigation as follows:

"All the vertical iron of the ship becomes magnetized by induction from the vertical component of the earth's magnetic force. In the northern hemisphere, the upper parts of the vertical iron attract the north point of the compass card; in the southern hemisphere the south point. The effect of vertical iron on the compass may be illustrated by moving a vertical rod of soft iron round the suspended needle. Let the bar be kept with its upper end about the same level as the needle. Now, in whatever position the upper end of the bar is held, the north point will always be attracted towards it. Consequently, when the bar is held in the line of the needle, there is no deviation, but when it is a line at right angles to the direction of the needles a maximum error is produced, which is easterly when the bar is to the east of the needle, and westerly when it is to the west. Thus we have a semicircular error produced by a vertical bar carried round the compass. All the vertical iron acts similarly, and produces a semicircular error as the ship is turned round in azimuth. The amount of this error will vary in the same ship according to the position of the compass with regard to the vertical iron. In some positions, where the iron is symmetrically distributed fore and aft, and also athwartship, the attractions on opposite sides may neutralize each other and no error will be produced, while in other positions there may be large errors. For a compass in the same position in the ship, the error will vary in different parts of the world as the vertical force of the earth changes.

The force on the compass due to magnetism induced in the soft iron of the ship by the vertical component of the earth's magnetism is constant in direction in the ship, but it varies in amount in proportion to the earth's vertical force. The error which it produces on the compass varies, therefore; directly as the earth's vertical force, and inversely as the earth's horizontal force or what is the same thing, directly as the tangent of the dip.

The error caused by the induction in vertical iron is usually corrected along with the permanent magnetism by means of steel magnets. This plan is objectionable, except for ships trading in the same latitude, because the earth's vertical force, which produces the error, varies in different parts of the world, whereas the force applied to correct it remains constant. This error is really the same as that observed by Captain Flinders in his wooden ship, and the proper way to correct it is that which he suggested, namely a bar of vertical soft iron placed in such a position as to produce a force on the compass needles equal and acting in an opposite direction to the ship's force.

The Liverpool compass committee had such a bar fitted to the steering compasses of several ships, and Captain Lecky has applied it with remarkable success to the compasses of several ships in the merchant service. The binnacle of Sir William Thompson's compass is fitted with a brass tube for holding this Flinders bar, and whenever the requisite information can be obtained for determining the size of bar required for any particular compass in a ship it is applied. The application of the Flinders bar has been of great service in a large number of ships. It is particularly useful for mail steamers making regular passages between this country and the southern hemisphere. In such cases, after the ship has made one or two voyages, it is quite possible to adjust the length of the bar so that the change in error from vertical reduction will not exceed two or three degrees in going from England to the Cape of Good Hope.

When a compass is placed in a new ship, it is impossible to tell with accuracy how much of the semicircular error should be corrected by Flinders bar, and how much by steel magnets. To determine the amount of Flinders bar required it is necessary to have observations of the deviations in two places, differing considerably in magnetic latitude. But even in a new ship an experienced adjuster can generally place a bar so that there will at all events be less change with change of latitude than if the whole semicircular errors were corrected with steel magnets. With similar ships with the compass placed in similar positions will generally require about the same amount of Flinders bar. As an illustration I may refer to the Donald Currie mail steamers between London and the Cape. Ten ships for this line have been supplied with the binnacle fitted with the receptacle for the Flinders bar. It has been found, after making one or two voyages to the cape, that in all these ships the Flinders bar is required to be placed on the fore side of the binnacle, and that the amount of error to be corrected in London varies from ten to fifteen degrees. In six of the ships the error to be corrected was thirteen degrees. Now in any other new ship similar to these, and with the compass similarly placed, it would be quite safe to apply a bar at the first adjustment to correct about thirteen degrees in London. If the whole semicircular error in these cape mail steamers were corrected in this country by steel magnets, there would be a change in the deviations on east and west courses of from sixteen to twenty-four degrees every voyage to the cape. The application of the Flinders bar diminishes the amount of change in deviation by that amount. In order that the Flinders bar may not give rise to error through becoming personally magnetized, it should be large enough in diameter in proportion to its length not to become magnetized by hammering.

We have seen that the permanent magnetism of the ship and the induced magnetism from the earth's vertical force, both produce an error of the same nature as the ship's head is turned in azimuth, namely a semicircular error, but the deviation produced by the induced magnetism from the horizontal force follows a different law.

In this case, as the ship is turned round in azimuth, the direction of the force on the compass due to magnetism induced by the earth's horizontal magnetic force remains fixed with regard to the earth's magnetic meridian, but changes with respect to the direction of the ship's head. With the permanent magnetism, and with the magnetism induced in vertical iron, the direction of the disturbing force remained constant in the ship, and, therefore, varied in space as the ship turned round, but with the magnetism induced in horizontal iron the direction remains constant in space. Let us see how this effects the compass.

It may be illustrated by this arrangement: In this cradle there are two hollow globes of cast iron, with their centers on a level with the compass needles. The result is that the magnetism induced by the vertical component of the ship's magnetism does not effect the compass, and the disturbance is caused by horizontal magnetic force. This will represent an actual ship with regard to its horizontal magnetic force; with a compass placed on the center fore-and-aft line, so that the iron is symmetrical on each side. Now, as the globes are turned round the compass needle, the induced magnetism in the globe changes in direction with respect to a fixed meridian of the globe. The line joining the center of the globes will represent the length of the ship. I will now turn the cradle containing the globes. When the line joining the center of the globes is north and south, the northern parts of the globes will acquire red magnetism, and the southern portions blue. In this position no deviation is produced, because the resultant of the horizontal lines of magnetic force will be in the magnetic axis of the compass, but the force of acting on the compass needles will be increased. As the northern globe is turned towards the east, the north point of the compass card will be drawn towards the east, and the deviation will increase until the direction of the globes is NE. From this point the deviation gradually diminishes until the globes become east and west when no deviation is produced, but the directive force acting on the needles is diminished. Now as we turn the globes further round, the north point of the compass card will be drawn towards the west, and the deviation will increase until the globes are SE. and NW. It then diminishes until the globes are in the north and south line, when there will be no deviation, but the force will be increased. Continuing the operation in the other semicircle, we shall obtain a repetition of these results. With the globes SW. and NE. easterly deviation will be found; with the globes east and west there will be no deviation, and when the globes are NW. and SE. there will be westerly deviation. The effect of magnetism induced from the horizontal force of the earth may be illustrated by the diagram, which represents a horizontal plate of iron placed in different positions round a compass needle. Thus the magnetism induced by the earth's horizontal force causes a deviation which attains a maximum in each quadrant, and is of opposite name in each adjoining quadrant. It has, therefore, been called quadrantal error.

Now, the magnetic force which causes the quadrantal deviation being induced by the horizontal force of the earth, its magnitude is proportional to that horizontal force, and as the directive force on the compass needles is also proportional to the same horizontal force, it follows that the deviations produced by the magnetism induced in horizontal iron are independent of changes in the earth's force, and it will be the same in all parts of the world. The quadrantal error is corrected by placing masses of soft iron on each side of the compass. As a rule, where a standard compass is placed in the center line of the ship, the iron is symmetrically placed on each side of the compass. In such cases the quadrantal error vanishes on the four cardinal points N., E., S., W., and attains a maximum easterly deviation at NE. and SW., and a maximum westerly deviation on NW. and SE. It is corrected by placing the soft iron on each side of the compass, in the thwart ship line. The soft iron may be in the form of iron chain, or cast-iron cylinders, as proposed by the Liverpool compass committee; or iron spheres, as used by Sir William Thomson. There is an objection to the use of chain, particularly when used with powerful compass needles; the links may become permanently magnetized from being too close to the ends of the needles. In some exceptional cases, when the iron is not symmetrical round the compass, we may also have a quadrantal error which has a maximum on the four cardinal points and vanishes on the four quadrantal points. This occurs in some of the turret ships, but it is so uncommon in ordinary ships, that it is not necessary to go fully into it now. It may be corrected by placing the soft iron on opposite sides fo the compass, obliquely to the thwart ship line. In these exceptional cases there is usually a small constant error of the same name on all courses remaining, which must be allowed for.

HARBOR IMPROVEMENTS.

Captain W. T. Marsball, United States engineer, recommends an appropriation of $35,000 for next year's expenditure upon improvements in the harbor of Waukegan, Ill.; $20,000 for Kenosha harbor, Wis.; $10,000 for Racine, Wis., harbor; $32,000 for Milwaukee; $200,000 for harbor of refuge at Milwaukee bay; and $200,000 for the improvement of the Fox and Wisconsin rivers, Wis. Of the Milwaukee harbor he says the depth of water at the entrance between the piers has deteriorated to seventeen feet and dredging will be necessary next season to restore it to its proposed depth of eighteen feet. The funds asked for are to be applied to cutting down and rebuilding the superstructure over the outer section of the south piers to the protection of this work by guard piles and bulkhead timbers at the ends of the piers; to repairing the pile protection to the stone superstructure of the inner section of the north pier and to dredging out of the harbor entrance. Of the Fox river he says that the mills during the period of low water take more than the surplus water from pools above the Appleton and Kenosha dams, thus reducing the levels of Lake Wenebago, and Little Lake Butte des Morts, making navigation precarious. The evil, he says, is increasing and if it cannot be checked the improvement of the river should not continue.

Captain D. W. Lockwood, United States engineer, submits the following estimates for river and harbor improvements the next fiscal year; Michigan City harbor, Indiana, outer harbor, $250,000; South Haven harbor, Mich.. $40,000; St. Joseph harbor, Mich., $41,015; Saugatuck harbor, Mich., $5,000; Black Lake harbor, Mich., $15,000; Grand Haven, harbor, Mich., $15,000 Muskegon harbor, Mich., $100,000; White River harbor, Mich.. $50,000; Pentwater harbor, Mich., $40.000; Ludington harbor, Mich., $250 000; Manistee harbor, Mich., $50,000; harbor of refuge Portage Lake Mich., $150,000; Frankfort harbor, Mich., $50,000; Charlevoix harbor and entrance to Pine Lake, Mich., $50,000.

NEW WINDLASSES.

The following vessels will have the Providence windlass and capstan:

Steam collier, building by the Harlan & Hollingsworth Co., for the Boston Tow Boat Co., a Providence steam pump brake windlass, new style.

Steamer, building by the Jackson & Sharp Co., a Providence flush deck capstan windlass.

Tug Storm King, Boston Tow Boat Co., a Providence pump brake windlass.

Steamer, building by James Rees, Pittsburgh, for Baltimore parties, a Providence steam capstan.

Steamer Johns Hopkins, M. & M, Transportation Co., a Providence steam capstan.

U. S. gunboat, No. 1, building by Wm. Cramp & Sons' Co., a Providence steam capstan windlass, new style, with all latest improvements.

U. S. cruiser Baltimore, building by same parties, a Providence steam capstan windlass, new style.

U. S. of Columbia steamer, built by Pusey & Jones Co., will replace her hand windlass of this company's make with an improved Providence steam pump brake windlass.

Steamer, building by Wm. H. Radcliffe, for Vance and others, Cleveland, a Providence steam capstan windlass, new style.

Steamer Geo. Nester, building by Sam'l Gibson, is furnished with a Providence capstan windlass, through Messrs. H. D. Edwards & Co., Detroit.

Steamer, building by John Craig & Son, Trenton, for Captain J. C. Gilchrist, a Providence capstan windlass.

Steamer, building by Messrs. Quayle's Sons for Captain Thos. Wilson, a Providence steam capstan windlass, new style, and Providence steam capstan.

Schooner, building by B. I. Allison, Stony Point, N. Y., a Providence pump brake windlass, new style.

Schooner, building by H. M. Bean, Camden, Me., for Captain J. M. Phillips and others, a Providence capstan windlass, with T. J. Southard's messenger chain attachment, and Emery & Cheney patent elastic chain stoppers.

Schooner, building by Jackson & Sharp Co., a Providence pump brake windlass, new style.

Ship owned by Puget Sound Commercial Co., a Providence capstan windlass, with T. J. Southard's messenger chain attachment.

Sloop yacht Volunteer, a Providence pump brake yacht windlass, and Emery & Cheney elastic chain relievers.

Schooner and sloop yachts, building by G. Lawley & Son, each a Providence friction pump brake windlass.

Sloop yacht Banshee, built by C. & R. Poillon, a Providence friction pump brake windlass.

Yacht Clio, Edward Winslow, New York, a Providence pump brake yacht windlass, with Grater's friction locking gear and clamps, and Emery & Cheney chain stoppers.

Car floats, building by New Jersey Drydock & Transportation Co. for Pennsylvania R. R. Co., fifteen windlasses and twelve hand winches.

Pusey & Jones Co., Wilmington, a Providence pump brake windlass, same as furnished steamer Boyaca in October, 1883.

One messenger chain attachment for barge for Boston Tow Boat Co.

CHEAP EXCURSION TO CHICAGO.

The combined societies of the Catholic benevolent associations and German Warriors of Cleveland, have arranged with the Lake Shore & Michigan Southern railway to give a grand excursion to Chicago on Saturday, September 3d. Special train will leave the Union depot, Cleveland, at 7:30 p. m., arriving at Chicago next morning about 8 a. m. Tickets for the round trip have been placed on sale at the very low rate of $5.50. Tickets will be good going on special train of above date only, and returning until Saturday, September 10th, inclusive, on train leaving Chicago every morning at 8:50 a. m. Tickets can be purchased from members of the different societies. See posters and small bills. All should avail themselves of this rare opportunity to visit the great city of the west, as this will positively be the only excursion to Chicago this season.

Subscribe for the MARINE RECORD.

The steambarge McCormick, built at Captain Kirby's mechanics' shipyard for the McCormick reaper company, of Chicago at a cost of $20,000, is nearly completed and no doubt will be ready to leave for Chicago by Thursday with a cargo of lumber. C. T. Holland her commander, who supervised the construction of the craft, expresses himself well pleased with the vessel; and states that she will be able to beat any record yet made by harbor vessels at the port of Chicago when he arrives there.

Captain E. B. Fuller, a well known mariner, died at Muskegon on Wednesday night, aged 61. He has sailed the lakes for thirty-three years, and has lived in Muskegon since 1867.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4. Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk		†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

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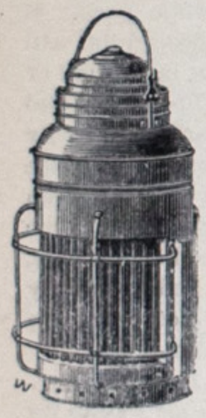

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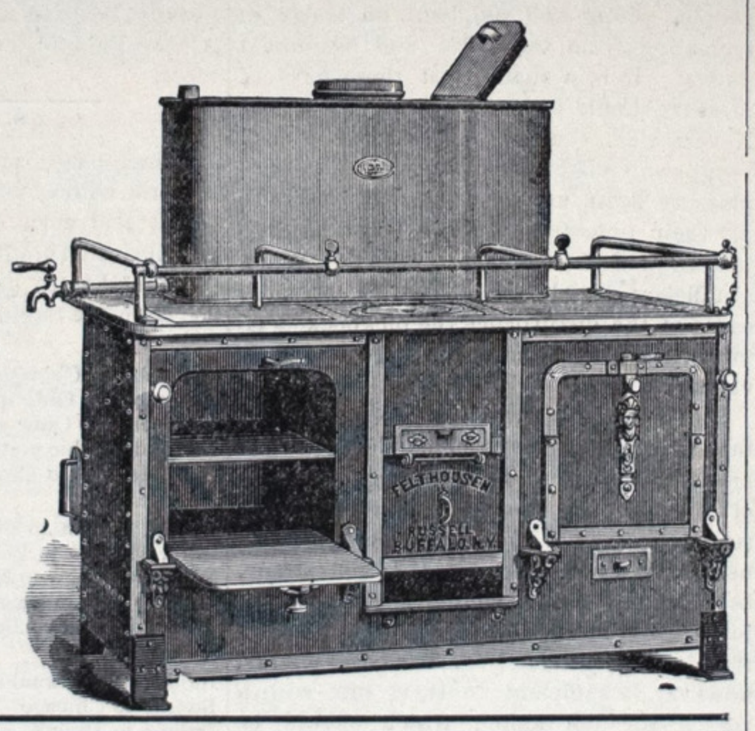

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Corrected for Additions and Changes to the Opening of Navigation in 1887,)

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Marine Record.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, AUGUST 18

PROTECTION THAT DOES NOT PROTECT.

Railroad corporations, like city corporations, profess to protect lives and property, but in the case of the railroad the dire disaster happens, hundreds of people lose their lives and other hundreds are maimed and crushed so out of shape that life becomes a burden to them, without redress. In the case of city government the criminal does his work, murder or pillage, and the chances are that he escapes, a life is lost or property carried off. The murdered man can not be restored to his friends; the property can not be recovered. In any event the police inform us that they have a clew, or the railroad managers tell us that they have, previous to a catastrophe, sent men to examine into the safety of track or bridges. It is to be presumed, then, that the railroad managers, just previous to the passage of each train, examine bridges, or that the city authorities are eternally vigilant. If we may judge from the numerous crimes, the police are not for protection, but for the arrest of criminals after the crime has been committed; that the examination made by railroad officials is not made before a disaster, to secure life against it, but after the calamity has occurred in order to learn how it has come about, that they may screen themselves from the charge of carelessness. This may be termed protection that does not protect.

In regard to the recent heart-rending calamity near Chatsworth, Ill., many theories have been advanced as to the cause. It has been asserted by the railroad officials that the condition of the twenty-foot bridge, spanning a small water course in which there was no water had been examined into just before the appearance of the wrecked train and found in a sound condition. We understand from this that no danger was to be expected to the train. At the same time the same authority produces evidence on examination after the disaster that passers and workmen saw flames at that particular spot three hours before the hundreds were hurled into eternity. The railroad managers, in order to hold their case, spring the charge that the bridge was fired by car wreckers in order to pillage the dead. If so they are culpable. This assertion, however, is denied by the mayor and citizens of Chatsworth. Here we have the railroad and city authorities opposing each other with different theories. Then, if the railroad managers had sufficient uneasiness to direct employes to examine this bridge to assure the safe passage of this train, freighted with human life, before it was due at that point, it was their duty to see that the bridge was in the same condition at the time the train was to pass. That is, we assume that it was imperative for the company to protect that particular bridge so that dire accident could not happen if the bridge was sound.

We will now assert that it is the duty of every railroad corporation in the United States to station a capable guard on each end of every railroad bridge so that they may assure the engineer at the head of every train to cross, by signal, that the bridge is in safe condition. To be sure, this will add to the cost of railroad traffic, but at the same time it will add to the security and safety of life and property. In a railroad catastrophe the victims are not only subject to death by being crushed, but by being impaled on slivers from the woodwork, or by being slowly roasted, for, in almost every instance of this nature, the cars, built of soft wood and highly painted, are very inflammable. We have built iron and steel boats, why can we not build iron and steel railroad cars? Calls have been made by the government at Washington for inventors who can devise some means of preventing fire on cars in collision or disaster like that of Chatsworth. If they will take up the theory of building iron cars and put it into practice the question of fires will have been solved, and the passengers, although they may be rolled around and maimed, will not be roasted or splintered to death. But this will deplenish the treasury of the road and reduce the dividends, and is not, therefore, practical.

The water interest is, perhaps, surrounded by more stringent laws than any other industry in the country by the government, and is certainly the safest way to travel. Then let the government, which is a paternal one, make some effort to assure the same degree of safety on the railroads.

EXCURSIONISTS AND MOBS.

The location of Detroit on the grand river is the one on the chain of lakes best calculated for the pleasures of the excursionist. That city has the natural advantages of this healthy and pleasurable recreation, situated as it is on the Detroit river, within easy reach of Lake St. Clair and the St. Clair river and the beautiful islands in Lake Erie. These advantages are fully appreciated by the good people of Detroit, and on the recurrence of each season the excursion business grows and prospers. The steamers each day are crowded with joyous people, young and old, bent on a day of recreation from the office and household duties. It is a shame that these days of pleasure should be turned into hours of riot. Nevertheless, such is the case, as a gang of roughs and pickpockets, realizing that these pleasure boats are good fields in which to ply their ungodly practices, take occasion to reap profit by violence and theft. When a sufficient crowd has collected to learn the cause of the disturbance the pickpockets go to work and deprive the passengers of their valuables.

Under these circumstances a master has full power to arrest and handcuff the offender the same as if they were members of his crew in mutiny, as the violence smacks somewhat of piracy although it can not be given a harsher name than conspiracy, as these crimes were committed within the jurisdiction of the United States and within the admiralty jurisdiction. The latter charge, however, is sufficient to serve him with a reason for his action, which should be prompt. It is due to the public who patronize the steamboats that protection is afforded by the officers. As the Detroit Free Press says, "The master should have called his crew together in midlake, and handcuffed every one of the offenders" if he had the irons to do it with, if not he should have confined them in the coal bunkers or any available place.

It is to be hoped that this gang of criminals will be convicted of the violence of which they have been guilty and given the full extent of the law. The warrants are issued under the following section of the United States statutes:

"Every person, who upon the high seas or in any arm of the sea, or in any river, haven, creek, basin or bay, within the admiralty jurisdiction of the United States and out of the jurisdiction of any state, on board of any vessel belonging in whole or in part to the United States, or any citizen thereof, with a dangerous weapon, or with intent to perpetrate any felony, commits an assault on another shall be punished by a fine of not more than $3,000 and by imprisonment not more than three years."

However, this is only a safe section under which to arrest the men without any possibility of their escaping punishment. The most serious thing which confronts the thugs is the following section of the United States statute which renders their situation very precarious:

"Every person who commits upon the high sea—or in any river, etc., out of the jurisdiction of the United States, murder, or robbery, or any other offense, which, if committed within the body of a county, would be punishable with death by the laws of the United States, is a pirate and shall suffer death."

A ruling of federal courts has decided that on the lakes an assault is not in the true meaning of the term a capital crime, although in our opinion, if robbing is added it could be so considered.

THERE is no use in denying the fact that Duluth, Ashland, Two Harbors, and other Lake Superior ports have made successful efforts to keep up with the increase of tonnage, in loading facilities; neither is there any use in denying the fact that the Lake Erie ore receiving ports have not done so. Several reasons may be assigned as the cause of this delinquency. Cleveland has always been considered as the great ore receiving port, and while she possibly maintains that distinction to-day it is evident that she has not dock room or hoisting facilities to accommodate the rapidly growing ore business. We may say that unless the old river bed is opened into the basin Cleveland can not have any increase in dock room. Therefore it must be considered that much of the Cleveland business will go to the lesser ports where the facilities are not so limited and where deeper water can be found. Ashtabula is to-day the best port for the discharge of ore, and Fairport is fast becoming a favorite. It then behooves the committee of industry to move actively in the matter, and obtain the essential facilities for a large and quick business.

J. RYDER, a young man who has saved seventeen persons from drowning, is dying from consumption in a New York hospital. He received a gold medal from congress in 1874, two medals from the humane society, and one from the Rockaway Beach hotel proprietors, and these medals are depended upon to pay his funeral expenses when he dies.

THE Scotch yacht Thistle arrived on the 16th. The voyage took just twenty-one days. Her crew is composed of twenty-one officers and men. They are a fine-looking set. Captain Barr is a thick-set Scotchman, heavily bearded and bronzed by exposure. All the Thistle's people are proud of their racer.

LAKE FREIGHTS.

Tonnage is in active demand and freights are firm with an advancing tendency. Both wheat and corn advanced ⅛c, Chicago to Buffalo; coal holds strong at $1.00 from Ohio ports, and rates on lumber have advanced 25c from the Saginaw river. We quote:

ORE.	
Escanaba to Chicago	1.00
Escanaba to Ohio ports	1.50
Marquette to Ohio ports	1.85
Ashland to Ohio ports	2.30
Two Harbors to Ohio ports	2.50
GRAIN.	
Wheat, Duluth to Buffalo	5½c
Corn, Chicago to Buffalo	3⅛c
Wheat, Chicago to Buffalo	3⅜c
Wheat, Milwaukee to Buffalo	3¾c
Wheat, Detroit to Buffalo	2¾c
COAL.	
Buffalo to Milwaukee	1.00
Buffalo to Chicago	1.10
Buffalo to Duluth	75c
Cleveland to Milwaukee	95c
Cleveland to Chicago	1.05
Cleveland to Duluth	85c
Erie to Duluth	1.00
Erie to Chicago	1.10
Erie to Milwaukve	1.00
Erie to Escauaba	70c
Sandusky to Ashland	1.00
Sandusky to Washburn	1.00
Sandusky to Milwaukee	1.00
Saudusky to Racine	1.10
Toledo to Ashland	1.00
Toledo to Washburn	1.00
Toledo to Duluth	1.00
Toledo to Milwauke	1.00
LUMBER.	
Bay City to Tonawanda	$2.50
Bay City to Ohio ports	2.25
Saginaw to Tonawanda	2.62½
Saginaw to Ohio ports	2.37½

AHOY! MARINERS!

The beacon light, which guides you safely in the harbor of pecuniary advantage is the Boston Dry Goods firm of *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O., established since 1866 in this city, informing you of our specialty in supplying vessels with ☞ *Comfortables, Blankets, Table linen, etc* and that we *sew to order* at *shortest notice* ☜ *Sheets, Pillow-cases*, or any necessary equipments for bedding.

☞ We are also pleased to inform you that we are the *only* manufacturers in this city who retail direct to consumers, none but *our own genuine home-made* ☜ *Flannel Shirts, Waterproof Shirts, Scarlet Flannel Undershirts* and *Drawers, Overalls, Jean Pants*, etc., or ☞ *make them to order* ☜ for the same price we sell them ready-made. ☞ All our Shirts are 52-inch wide, 36-inch long, extraordinarily well sewed. ☜ The *Custom Cutter*, associated with our merchant tailoring department offers to make *Gents' finest Cassimere, Broadcloth Suits*, in the *latest style*, guaranteeing the best fit and fine workmanship ☞ *for $8 less* ☜ than any other merchant tailor, because he has *no Rent to pay, does his own cutting*, and wants *to advertise himself*. Kohn & Co., 213 Detroit st., near corner Pearl, Cleveland, O.

[*Around the Lakes Continued from 1st Page.*

PORT HURON.

Special to the Marine Record.

The Grand Trunk car ferry International is receiving a thorough rebuild at Point Edwards.

The work of raising the sunken schooner Tilden is getting along finely. The divers take out about twenty-five tons per day.

The new steamship W. H. Gratwick was detained a few hours on the head of Stag Island. The tug Kitty Haight went to her assistance.

The steambarge Tempest passed down with seven fine lumber barges in tow, the largest of the season.

Captain Mun has purchased the schooner Garibaldi from John McGibbins, of Sarnia.

The Nelson Bloom was in Dunford & Alverson's drydock receiving a thorough calking.

The steambarge Don M. Dickenson is in the Wolverine dock receiving repairs to her wheel; also, minor repairs.

The tug Mollie Spencer received a thorough overhauling at Fitzgerald's dock, and is in first-class shape now. She left with the Golden Rule and Hutchinson for Alpena.

Captain Jex left on Friday with the tug Mystic and a full wrecking outfit to raise the steambarge Walters, sunk on Lake Erie.

Port Huron has a powerful fleet of tugs, the Cheney, Spencer, Orient, Haight, and Mystic.

All the captains say that the weather is so thick and smoky that they can't see anything on the lake.

The schooners Midland Rover and Monterey came together five miles from the light and had a very serious collision. The damage to the Rover is the end of her jibboom and her rail and stanchions forward. The Monterey lost her jibboom, bowsprit, rail, bulwarks, stanchions, and covering board forward. Both vessels are now here for repairs. LYNN.

DULUTH.

Secretary Thompson, of the treasury department, and Supt. Kimball, of the life saving service, selected a site for the proposed life saving station. The site is a square set off in the Village of Park Point on Lakeside Minnesota Point, known as Fanklin Square, and if the village gives the government the use of that square it will place the station there and also improve it and keep it in order as a public park. If the titles are arranged, a $10,000 station will be erected and ten men put in this fall or early next year. Secretary Thompson also promised to give attention to the frequently petitioned for range lights at the entrance to the harbor here. Petitions have been sent up yearly for the last three years by the vessel interests and commercial bodies here, only to be pigeonholed, and Secretary Thompson assured Collector Moore that this would not be the case hereafter.

A sailor on the propeller R. P. Flower, named Joseph Catt, while on his way to his boat, stumbled and fell into a slip and before assistance arrived he was drowned. The body was recovered and notice sent to his friends at Jones island, near Milwaukee.

OTTAWA.

Mr. John Page, chief engineer of dominion canals, has gone to Sault ste Marie, to look over the site of the proposed canal at that place. A number of Mr. Page's assistants have been on the ground for some time, making surveys preparatory to making plans and specifications for the proposed work. Tenders will be advertised for as soon as the plans and specifications are completed, and it is quite possible that work will be commenced before the winter sets in. One of the principal subjects of Mr. Page's visit to Sault ste Marie just now is to arrange for the utilizing of the immense water power that will be available as soon as the canal is opened. The waters of Lake Superior scarcely vary a foot in height all the year round, and the canal can be made of such a width at the upper end that the water supply will be unlimited. Americans talk of building sluice ways on the Michigan side for the purpose of obtaining power, and it has also been suggested that as Sault ste Marie is likely to become a milling and manufacturing center, the Ontario government should reserve an area of land for mill sites and for a small canal to supply water power.

BAY CITY.

Special to the Marine Record.

The tug Wm. Park, which was formerly a fire tug in New York city, arrived at this port on Friday with the barges H. S. Walbridge and Emeu, both loaded with coal. The barges are now loading with lumber for Sandusky.

Captain L. F. Hunt has had a new set of hog posts and rods added to his steambarge Martini.

Captain Ed Pease, who is having the ore taken out of the sunken schooner S. J. Tilden, reports the work as progressing finely, and says that if all goes well the contractors will have the Tilden afloat in thirty days.

The deal between M. Jeffers and Captain Trudo, of this city, in regard to the sale of the barge Sunbury is said to have fallen through.

The propellers Benton and tow, Tempest and tow, Sicken and tow, Lowell and tow, Wm. Park and tow all arrived in the river Sunday.

The steamers Arundel and Metropolis are doing a fine freight and excursion business at present, and it is rumored that Mr. Cole will place a new steamer on the route next season in the place of the Metropolis.

Captain L. Barclay has gone to Toledo, where he will command a harbor tug for the remainder of the season.

The tug George B. Dickson brought in the barge Senator Blood from Cleveland, and left at once for the river.

The new sand scow, belonging to Schlatterer & Kline, will be launched on Tuesday next. She is being fitted with centrifugal pumps, etc.

A raft has arrived here containing nearly 8,000,000 feet of logs. It was towed by three powerful tugs, the Mocking Bird, Gladiator and International, and is the largest raft of logs ever towed into the river or through the lakes. This raft is worth nearly $100,000, and when sawed and placed on the docks will aggregate in value nigh on to $200,000. It evidently takes money and plenty of it to lumber extensively these days.

SHAW.

EAST SAGINAW.

Special to the Marine Record.

Business in the Valley during the week has been unusually lively, one of the largest fleets of the season having been in the river, and over twenty million feet of lumber, lath and shingles have gone forward. There is a fair demand for good boats for Buffalo and Tonawanda, the B2's dropping out generally, and entering the Ohio trade, for which there seems to be about enough lumber to keep all going. There is considerable talk among the longshoresmen of advancing rates of loading to 60c per hour; also, the tug men claim that at the next rise in freights they will add 20 per cent to towing. The association is a strong one, and if they undertake it will surely carry the day, as not a single tug on the river can be called a scab.

U. S. Assistant Engineer Muehle returned on Friday from Cheboygan, where he spent a week, superintending the dredging of the channel there. The Green Bay Dredging and Pile Driving Co. has the contract and are doing the work for 11½c per yard, which is the lowest rate ever contracted for with the government. There is a balance of $17,000 remaining of the appropriation for this waterway, but with this low rate a considerable amount will still be unexpended. Mr. Muehle will divide his time between Cheboygan and this port, but his headquarters are still at this city.

The steamer Mary Bell, which is now known as ex-Governor Jerome's steam yacht, was launched on Saturday last, after a thorough rebuild, her entire plating of iron having been taken off and replaced by new. Her boiler also went into the shop for repairs to the extent of $500, and is now in A1 shape. The Bell left for a cruise to Lake Superior as soon as launched, and will remain away for six weeks.

Captain Robert Medler, who recently fell into the hold of the steamer Plowboy, is slowly recovering.

There is considerable talk among business men at this port who favor the purchase of a fire tug, to be under the control of the city fire department, as experience has proven that such a tug would be a good investment.

Captain Armstrong's boats Plow Boy and Handy Boy still continue to do a rushing business at Reservation beach, and a new boat is one of the schemes for 1888.

SHAW.

FRANKFORT.

The revenue cutter Andy Johnson, with the Hon S. I. Kimball and Lieut. Rogers, of the life saving service, and George Thompson, assistant treasurer of the United States, on board, inspected Frankfort and Point Betsy stations, and departed for Manistee. They will select sites for new stations on the coast of Lake Michigan.

TOLEDO.

Special to the Marine Record.

The large schooner Golden Age arrived off Turtle Island on Saturday forenoon, and the tugs Andrews and Green made an attempt to get her in but failed, and Sunday the services of two of the largest tugs in the harbor, the Pathfinder and Christian, were engaged. The iron ore mine was finally pulled as far as the elbow at the island, and it was found impossible to tow her any farther. On Monday the water came up and the four tugs pulled her out in the lake and the Andrews towed her to Cleveland. The Age struck a bad time to come to Toledo, as the water has been low for nearly a month. She was drawing 15 feet 8 inches on the ends, which means over 16 feet midships.

The tug Ballentine started in with the schooner R. B. Hayes, and when near the elbow the schooner ran aground, and was released with the aid of the Andrews. When above the Wheeling bridge the Hayes ran hard aground again, and this time was released by the Pathfinder. Strange tugs would do well not to try to tow deep-draft vessels in this narrow channel.

Buffalo grain freights are 2¾ on wheat.

Wm. St. John, of this city, has purchased the tug Bolton, of Cleveland.

Harlow Bros. have purchased the schooner Montana. It is said they paid $9,000. She is chartered in the ore trade for the season.

H.

MANITOWOC.

The new steambarge owned by Richards Brothers of Manitowoc, was launched on last Thursday afternoon at that place. She is 165 feet long, 12½ feet hold, and 30 feet beam. Machinery will be put in her immediately. The owners expect to have her completely fitted out by September. She has been named Edwin S. Tyce.

Leatham & Smith have bought two wrecked schooners which will be made ready for sea as soon as possible. One is the Emerald, which went ashore at Kewaunee last fall, drowning all hands. She was bought for $300 and is now in drydock at Manitowoc. It is estimated that she can be put in thorough seagoing shape, including outfit, for $1,500. Her owners claim they would not take $8,000 for her. Next winter they intend converting her into a steambarge. The other wreck is the Milwaukee Belle, which went ashore on Beaver Island just before the close of navigation last year and was abandoned by her owners. Captain Clark, in the employ of Leatham & Smith, has gone to Beaver Island with a working expedition to release the vessel and tow her to Manitowoc for repairs.

Captain John Wright succeeds Captain Clark as master of the schooner Peoria.

The keel for the new tug for Harper & Hanson, of Manitowoc, has been laid. Her dimensions are seventy-eight feet over all, sixteen feet beam, and nine feet deep.

The tugs succeeded in releasing the barge Michigan from the reef at Bailey's Harbor, last Friday. The Michigan has been taken to Milwaukee to be docked.

BARAGA.

Special to the Marine Record.

The launch of the George Nester, a new schooner, took place at Baraga Wednesday evening. There was a large attendance from all over the peninsula. The vessel was aunched sidewise, and the launch was a perfect success. The Nester is the first vessel ever built on the Upper Peninsula, and was built entirely of native wood. The frame is of tamarack, the keel of oak, and the planking of Norway pine. She is 216 feet long over all, 208 feet keel, 38 feet beam, and will carry 1,200,000 feet of lumber. She is furnished with a Providence capstan windlass from the American Ship Windlass Co. The Hon. Jay Hubbell delivered the address and the vessel was named George Nester, after Thomas Nester's son. Miss Hattie Nester, daughter of the mayor of Marquette, christened the boat. Her builder is Samuel Gibson, of Buffalo. The Nester is valued at $50,000. Captain A. A. Davis, late of the schooner Dan Rogers, will sail her. The keel will be laid for another vessel at once.

CHEBOYGAN.

A red can buoy will soon be placed on Poe's reef, one and one-eighth miles northeast and one mile north of Cheboygan light in Lake Huron. A spar buoy marks the spot at present. Many vessels have been damaged by striking it, being well in the track of vessels.

The Leviathan returned last Saturday from Bailey's Harbor, having released the barges Hall and Michigan, ashore there, with the assistance of the tug Swain. Both were light and it took the united efforts of both tugs to release them. Two twelve inch hawsers were used up pulling on them. The Hall lost her shoe and the Michigan is leaking. Both will be docked at Milwaukee.

BUFFALO.

The Buffalo & Lake Erie Excursion Co., are preparing to build a side wheel steamer of about 1,500 tons capacity, for next year's excursion season. The visit of Captain M. M. Drake to Cleveland was partly to inquire into the facilities for building it there. His report will decide the question.

The new Providence steam windlass for the steel propeller Owego has arrived and is being put aboard of her. Howard H. Baker & Co. furnish it. The cost is about $2,500. The Providence windlass has always been in great favor as is attested by the fact that it has been put on all the iron and steel boats on the ocean and with one exception on the lakes. This admirable machine has also been specified in the contracts for all the new steel government cruisers recently ordered, and is carried by the crack yacht Volunteer and others on the Atlantic.

The propeller Nebraska is in drydock on account of her adventure on Racine reef. She broke her wheel, her fore foot and shoe, and will need thirty feet of keel aft. Captain Samuel Shannon has been appointed master.

Mr. George H. Notter has four canal boats on the stocks. He has turned out two this season besides those which were begun last fall and winter.

Captain Danahy of the schooner I. N. Foster, stranded on Fisherman's Shoal, telegraphs that after the Escanaba wrecking company had pulled on the schooner with the propeller Oswegatchie and two tugs, they gave up the contract. Captain McLeod has gone to look at the vessel, but the underwriters have virtually given her up and vote their $3,667 insurance on her gone. She is in only two feet of water and 250 feet from deep water. The I. N. Foster, 304 tons, was built at Port Huron by Fitzgerald in 1872, is owner Danahy of Buffalo, valued at $8,000 and is classed A2.

Quite a number of frames have been set up for the new steel propeller Chemung. Supt. Babcock, of the Union shipyard, who has been out of health since the Owego was launched, returned from New York considerably improved.

The propeller Tioga left for Chicago Tuesday on her 14th round trip. She has landed over 32,500 tons of freight here this season, and with continued good luck can bring down as much more before winter. Owing to the fact that the Tioga and the Jewett have carried Erie railroad fast freight almost exclusively they have usually taken light loads west bound.

About 50 men are at work repairing the breaches made in Bird Island Pier by last winter's storms and ice. The work is of a temporary character, as Supt. Shannon does not think it proper to use the regular canal repair money for that purpose. The appropriation asked for the work last winter was not granted, but the effort to secure it will be renewed the coming session. It was however, necessary to do something in order to save the structure from washing away.

Howard H. Baker & Co. received a letter from the Secretary of the Treasury announcing that their bid for supplying the several stations in the ninth life saving districts, Captain Dobbins's, had been accepted and the firm at once began shipping the needed articles. Bidding is done by the single article and the number is not specified, so the aggregate cannot be stated. The annual cost of these supplies runs up to about $2,500. The stations are Big Sandy, Oswego, Charlotte, Buffalo, Erie, Fairport, Cleveland, Marblehead, and Louisville, Ky.

The steamers Westover and Roanoke have arrived from Baltimore. The Westover is commanded by Captain James Calbeck, long on the schooner Pathfinder, which was wrecked off Twin Rivers, Lake Michigan. Captain Calbeck reports that she left Baltimore on the 4th, but lost a couple of days from fogs. Coming through the Lachine canal she broke a bucket off her wheel. The Westover and Roanoke are said to be substantially duplicates. They are built of iron, have two decks with freight gangways, and three spars. Their cargo capacity is 600 to 700 tons on 10½ feet, and it is claimed that they readily make 12 miles per hour. They average 423 tons and are in good condition and in certain trades ought to be able to do well. It is understood that efforts are making to keep them at this end of the lake route, with a hint that they might possibly be put on the old Wabash route between here and Toledo. The Westover is at the Mills shipyard, and will be docked to get a spare wheel which is on board the Roanoke, and all necessary repairs made.

R. Mills & Co. are to build a new steam barge for their own account.

Parties are negotiating with the Union Drydock Co. for a large iron steamer.

Howard H. Baker & Co., the well known ship chandlers of Buffalo, have just been awarded the contract for fitting out the new steel steamer Owego, with a gang of wire rigging, sails, blocks, and running gear. The same house furnish the patent anchors, chains and American ship windlasses for the Chemung, now on the stocks, at the Union Drydock Co.'s yard.

DETROIT.

The barge Iron Cliff has had a complete overhauling at Clark's drydock.

The schooner Young America, which for some time past has been a wrecking schooner was sold this week to Captain George H. Humphrey for $4,000 cash.

It is now thought the gang of roughs and pickpockets who terrorized the passengers on the steamer Alaska on their way home from Put-in-Bay on the 10th will not escape so easily as they might if the same crimes had been committed on shore. Acting under the advice of Mr. Wilkins, assistant United States district attorney, Jas. Downs, ex-turnkey, who was brutally pounded on the boat, went to the Central station and identified six of the eleven prisoners as the particular gang who assaulted him. The Downs case applies only for assault with intent to rob, but the detectives hope to make robbery cases against some of the prisoners.

Seaman's wages out of this place have been raised from $2 to $2,50 by the sailors' union.

Captain Frank B. Hackett has gone to Lake Erie to locate the propeller Forest Queen, which was cut down and sunk by the ice off Leamington, Pegeon Bay, seventeen years ago. She is owned by Au Sable parties.

The dominion government will secure tenders up to the 25th inst. at Ottawa, for the removal from the channel, off Wright's dock, just above Elliott's Point, Detroit river, of the wreck of the old barge Picnic. She was formerly owned by Kevill, of Amherstburg.

The steamship Fred Kelly was, during Sunday night, crowded over by a tug with tow, bound down, until she brought up on the canal bank near the head of Bois Blanc island, at the mouth of the river. She pulled her consort alongside and lightered enough of cargo to work off. She reshipped cargo at Amherstburg, and was only delayed eight or ten hours.

The dominion government will receive tenders up to the 25th inst. at Ottawa for the removal from the channel off Wright's dock, just above Elliott's point, Detroit river, of the wreck of the old barge Picnic. She was formerly owned by Kevill of Amherstburg.

George Elsey, Jr. business manager of Captain S. B. Grummond, visited Buffalo this week to look after certain affairs of the great steamboat and tug owner.

Morley Bros., Marine City, recently libeled the barge Mary Stockton for supplies furnished her. Their case was dismissed in the United States district court on the 7th, and now they put up $100 bond for appeal to the United States court

The propeller Robert Holland towing the schooners S. M. Stephenson and Fannie Neil, ran on the rocks at Grummond's Island, near the Sault. The two schooners collided, carrying away the Neal's stern below water line. They were at the Sault on Saturday and a diver was set at work on the Neal, which was leaking badly.

MARQUETTE.

The shipments of iron ore from the mines of Lake Superior for the week were 171,941 gross tons, of which total 29,961 tons went forward from Marquette, 89,666 tons from Escanaba, 3,164 tons from St. Ignace, 34,359 tons from Ashland, Wis., and 14,791 tons from Two Harbors, Minn. This brings the shipments for the season up to 2,283,370 gross tons, the gain over the shipments for the corresponding interval in 1886 being 479,167 tons. The shipments from Marquette amount to 438,782 tons, Escanaba 1,093,363 tons, St. Ignace 47,682 tons, Ashland, Wis., 541,500 tons, Two Harbors, Minn., 171,775 tons. By ranges the shipments have been as follows: Marquette range, 957,241 tons; Menominee range, 612,854 tons; Gogebic range, 541,500 tons; Vermillion range, 171,775 tons.

MILWAUKEE.

The new steamer which is receiving the finishing touches at the yard of the Milwaukee ship yard company will be launched somewhere about the 1st of September, and will be called the Omaha. She is a handsome specimen of marine architecture and reflects great credit on her builders. Her capacity be will about 60,000 bushels. Her owners are: John Fitzgerald, John B. Merrill, George C. Markham, George A. Noyes and Captain Gibbs.

A survey will be held on the S. C. Hall, Michigan, and Flint. The Hall was docked here instead of being taken to Chicago as first intended

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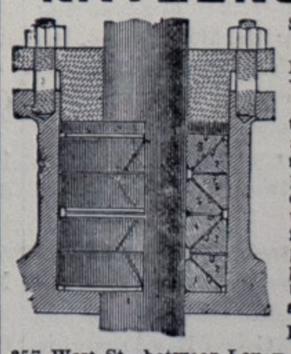

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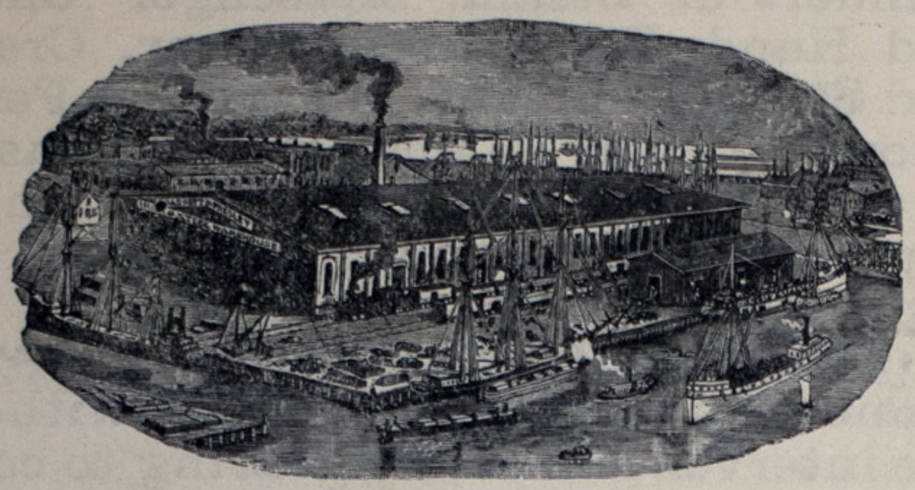

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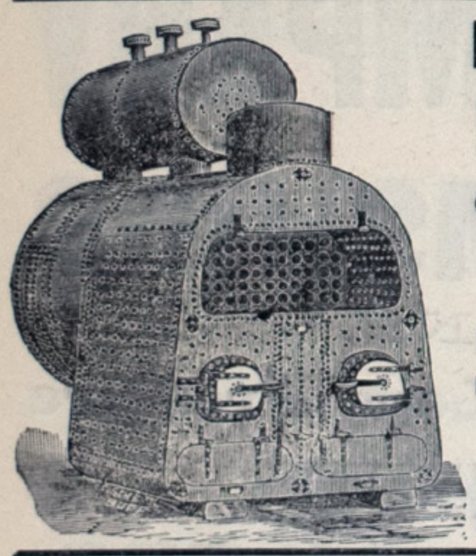

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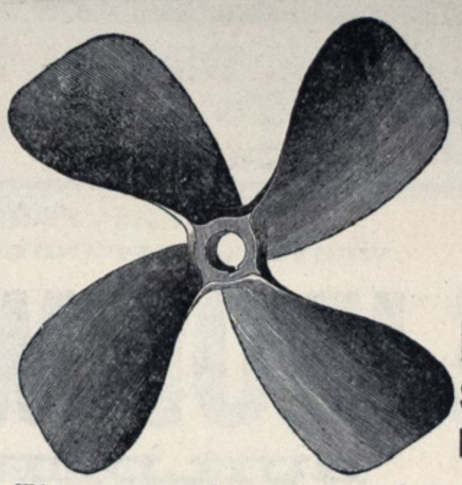

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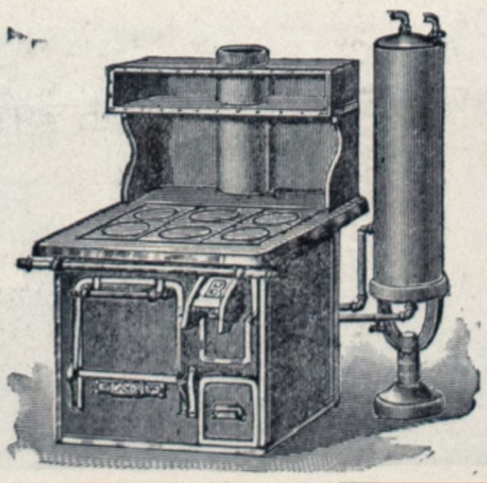

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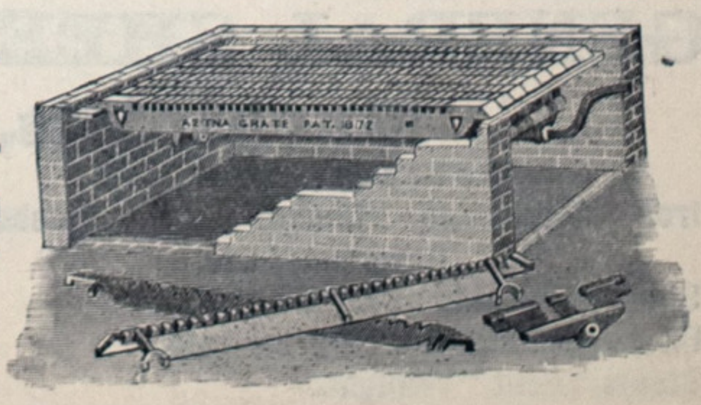

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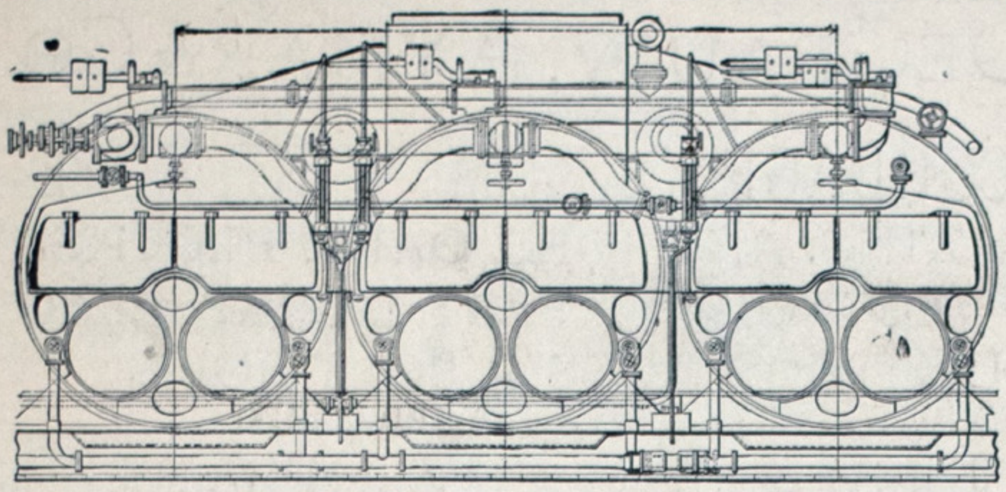

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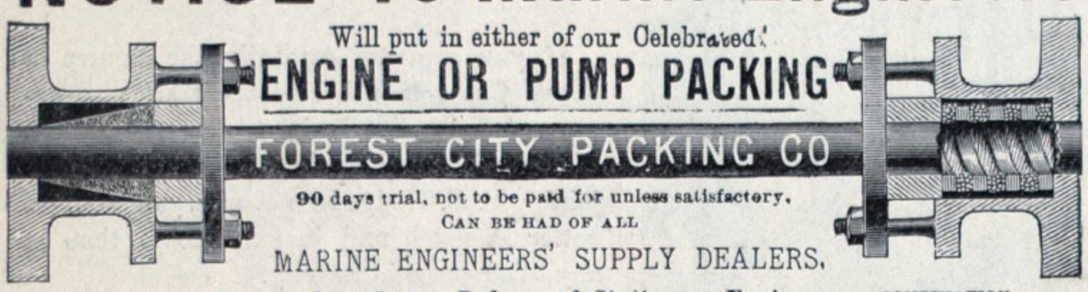
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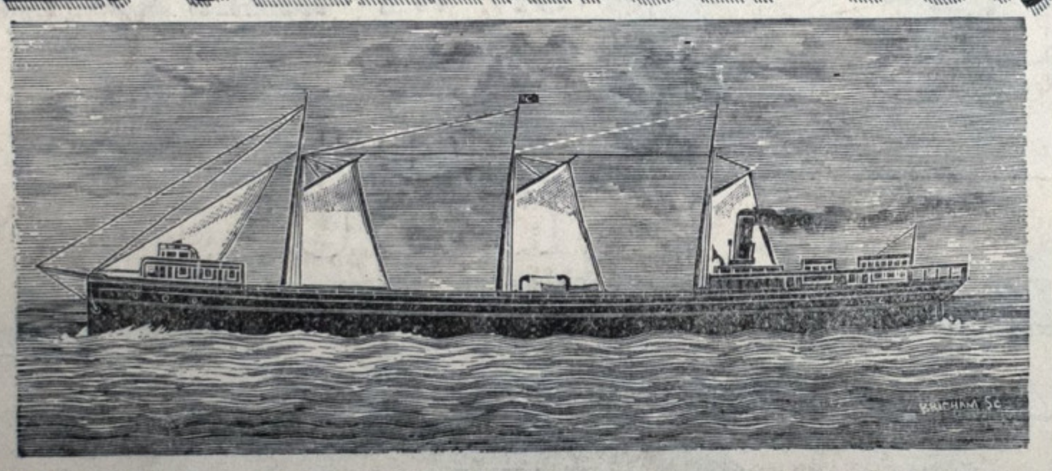

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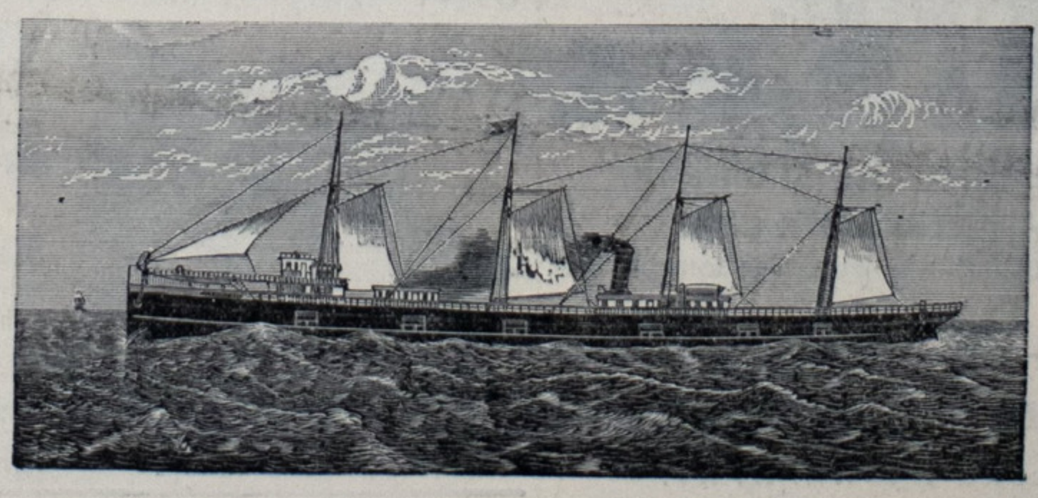

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